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		CENTRAL INT	TELLIGENCE AGENCY	
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THIS DOCUMENT OF THE UNITED AND 784, OF TH LATION OF ITS	CONTAINS INFORMATION : STATES, WITHIN THE ME- EU.S. COBE, AS AMENO CONTENTS TO OR RECEIP	AFFECTIME THE NATIONAL DEFENSE HINGOFTITLE IS, SECTIONS TES EQ. ITS TRANSMISSION OR REVE- T BY AN UNAUTWORTEED PERSON IS N OF THIS FORM IS PROMISTIO.	THI S IS UI	NEVALUATED INFORMA:50X1
PROHIBITED BY	SAW, THE REPRODUCTIO	N OF THIS FORM IS PROHIBITED.	_ * .	
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1.	"Arrangemen oceans or a and passeng	ts are called seap t the mouths of ri er transportation.	orts which are created vers and are meant for	the conception of a secuport on the shores of seas and the service of marine freig
2.	but also sm berths. Th loading and Despite the	aller places. A pere is either a neuronal mondaing operation fact that the free control wolume.	cortpoint 13 equipped sgligible amount or no cons are carried out as slight turnover of these of freight in the USSR) is meant not only sea port with one or two small sized loading equipment at all. I a rule by means of boats. portroints as very insignif (), they play an esseatial role
	the economy economic ce has no othe fic, such p Ambarchik.	r of their district enters of the count er means of communi- claces as Amderma, Okhotsk and Ayan o	to, especially if the di try only by a sea route ication (railroad, air Novyi port, Usm' port, io not have any other n	strict is connected with the through the portpoints, and or automobile). To be special Dudinka, Nordvik, Tiksi, means of communication with
3.	The portpoi	enters of the count ints appear to be s it into the organi	try. subordinated to the Mir ization of this Ministi	nistry of the Meachant Fleet ry. The portpoint receive on plan fulfillment to the

- freight turnover plan for all the ports under its jurisdiction.
- The majority of portpoints in the region beginning from the Kara Sea then moving eastward originally belonged to the Chief Administration of Sea Foutes "Glavsev-morputi", but were later transferred to the control of the Ministry of the Merchant Fleet. 4.
- In 1952, the following portpoints were included in the make-up of the Chief Administration of the Northwest Fleet and the ports of the Ministry of the Sea Fleet:

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(d)	Belomorsk				
(e)	Onega				
(f)	Molotovsk				
(g)	Mezen'				
(h)	Nar'yan Mar				
(i)	Amderma				
(j)	Ust' Port				
(k)	Dudinka				
	Chief Administration of the Far East Fleet and the ports of the Ministry of the Sea t had the following portpoints:				
(a)	Kuril'sk				
(b)	Okhotsk				
(c)	Ayan				
(đ)	Ol'ga				
(e)	Tetyukhe				
(f)	Grossevichi				
(g)	Aleksandrovsk na Sakhaline				
(h)	Petropavlovsk na Kamchatke				
In 1952, the Chief Administration of the Northern Sea Routes controlled the following ports or, in the conception of the Ministry of the Sea Fleet, portpoints:					
(a)	Novyi port				
(b)	Dikson				
(a)	Igarka				
(d)	Norgvik				
(e)	Tiksi				
(f)	Ambarchik				

The activities of the portpoints of the Clavdal'flot (Chief Administration of the Far East Fleet) are usually connected with the activities of the Far Eastern, the Sakhalin and the Kamchatka-Chuckchee Steamship Lines.

There was no plan for an increase in portpoints in the structure of the Ministry of the

The activities of the portpoints of the Glavsevzapflot (Chief Directorate of the Northwest Fleet) MMF are usually tied in with the activities of the Murmanek State Maritime Steamship Line and the Northern State Maritime Steamship Line.

11. Trading stations do not enter into the structure of the Ministry of the Merchant Fleet since they are not subordinated to it in operations nor in administrative relations. The trading stations appear to come under the authority of other Ministries and organizations. For example, a basic group of trading stations came under the authority of the united "Coyuzpyshina" (Fur Union). A group of trading stations is located in the regions of the Komi ASSR, Nenetz national district, and the Yamalo-Nenetz national district. the majority of large trading stations was located on the continent, far from the sea coast (about 75-80% of the total).

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Merchant Fleet within the next few years.

(a) Pechenega(b) Kandalaksha

(c) Kem'

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The trading stations, in the expression of the government "must become the centers of culture and of the supply of nationalities populating the regions of the extreme north".

As a practical matter this is not so.

Trading stations were organized in the following mannagox1
The trade base was organized in the districts of the richest furs, very frequently50X1a
place where a factory had existed before the October Revolution. This base was intend50X1
for the collection of furs in the midst of the nationality places (Nenetz, Chuckchee,
Koryak, etc) and was supplied with various necessities: weapons, ammunition, objects for
household use, food, etc. Here, in exchange for the fur, the local population was supplied
with the various items at rates set by government. The trading station managers in a
most impudent manner deceive the ignorant segments of the local population and profit for
themselves by fraud. Yet Soviet propaganda falsely states that the national minorities
of the extreme north began a new culture and a prosperous life under the Soviet regime.
Along the same lines the majority of these people now continue to b50X1
semi-barbarian, leading a beggarly existence. However, in a number of points, where it
is possible to obtain foodstuffs and other necessities, these trading stations attract
the local population. Gradually, around the trading stations copulation points are formed
consisting on the whole of the local inhabitants of a national minority, and also of those
Party, Soviet and special workers (doctors, teachers, investigators) who are sent there.
The trading station provisions and the tie with the economy of the center of the country
are realized through the portpoints of the MMF and the ports, "Glavsevmorputi", located on
the sea coast. Upon arrival ship loads are distributed to the trading stations and are
directed to them by local means of transportation (dogs, deer, and in some places automobiles). It is necessary to show that 10-15 trading stations are located along the shores
of the sea, and ships can reach the following:

- (a) Krestovaya Guba na Novoy Zemlye
- (b) Belush'ya Guba on Novaya Zemlya
- (c) Krasino on Novaya Zemlya

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- (d) Rusanovo on Novaya Zemlya
- (e) Pakhtusova on Novaya Zemlya
- (f) Kara on the mainland
- (g) Ust! Yuribey on the mainland
- (h) Drovyanaya on the mainland
- (i) Yambur on the mainland
- (j) Yepoko on the mainland
- 13. Ships come into the trading stations very irregularly, usually once a year, but sometimes once in two years, depending on meteorological conditions. The ships of the Ministry of the Merchant Fleet come to the trading stations in order to load and unload cargo. However, there is no representative of the Ministry of the Merchant Fleet at the trading stations.

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